

Applicant: Peter BOEHLAND et al.  
Docket No. R.305609  
Preliminary Amendment

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

Claims 1-7. (Canceled)

8. (New) In a fuel injection device for an internal combustion engine with direct fuel injection, the injection device having at least two valve elements, of which one valve element has a pressure face acting in the opening direction, which defines a pressure chamber, and an actuating device acting in the closing direction, and of which another valve element has a hydraulic control face, acting in the closing direction, which defines a hydraulic control chamber that communicates at least from time to time with a high-pressure connection, and an actuating device acting in the opening direction, and having a control valve, which can connect the control chamber with a low-pressure connection, the improvement wherein the injector device comprising an additional valve device including an axial boundary face, which in a first terminal position connects the pressure chamber with only the low-pressure connection and connects the control chamber only with the high-pressure connection, in a second terminal position connects the pressure chamber at least predominantly with the high-pressure connection and substantially disconnects at least one region of the control chamber from the high-pressure connection, and in an intermediate position connects the pressure

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chamber at least predominantly with the high-pressure connection and also connects the control chamber with the high-pressure connection.

9. (New) The fuel injection device as defined by claim 8, wherein the additional valve device comprise a cylindrical switch body that has a first valve edge which disconnects the pressure chamber from the low-pressure connection; a second valve edge which connects the pressure chamber with the high-pressure connection; and a hydraulic control face which defines the hydraulic control chamber.

10. (New) The fuel injection device as defined by claim 9, further comprising a fluid conduit which at least from time to time connects the high-pressure connection with the control chamber is embodied in the switch body.

11. (New) The fuel injection device as defined by claim 10, wherein the fluid conduit comprises a flow throttle restriction.

12. (New) The fuel injection device as defined by claim 10, further comprising a sealing portion on an axial boundary face of the control chamber at which the switch body comes to rest in the second terminal position, and which in this second terminal position of the switch body disconnects a region of the control chamber defined by the control face of the second

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valve element and connectable with the low-pressure connection from a region of the control chamber that communicates with the fluid conduit.

13. **(New)** The fuel injection device as defined by claim 11, further comprising a sealing portion on an axial boundary face of the control chamber at which the switch body comes to rest in the second terminal position, and which in this second terminal position of the switch body disconnects a region of the control chamber defined by the control face of the second valve element and connectable with the low-pressure connection from a region of the control chamber that communicates with the fluid conduit.

14. **(New)** The fuel injection device as defined by claim 8, wherein the actuating device acting in the closing direction on the first valve element is designed such that the first valve element opens at a comparatively slight pressure at the high-pressure connection.

15. **(New)** The fuel injection device as defined by claim 9, wherein the actuating device acting in the closing direction on the first valve element is designed such that the first valve element opens at a comparatively slight pressure at the high-pressure connection.

16. **(New)** The fuel injection device as defined by claim 10, wherein the actuating device acting in the closing direction on the first valve element is designed such that the first valve element opens at a comparatively slight pressure at the high-pressure connection.

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17. **(New)** The fuel injection device as defined by claim 11, wherein the actuating device acting in the closing direction on the first valve element is designed such that the first valve element opens at a comparatively slight pressure at the high-pressure connection.
18. **(New)** The fuel injection device as defined by claim 12, wherein the actuating device acting in the closing direction on the first valve element is designed such that the first valve element opens at a comparatively slight pressure at the high-pressure connection.
19. **(New)** The fuel injection device as defined by claim 13, wherein the actuating device acting in the closing direction on the first valve element is designed such that the first valve element opens at a comparatively slight pressure at the high-pressure connection.
20. **(New)** The fuel injection device as defined by claim 9, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.
21. **(New)** The fuel injection device as defined by claim 10, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.

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22. **(New)** The fuel injection device as defined by claim 11, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.
23. **(New)** The fuel injection device as defined by claim 12, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.
24. **(New)** The fuel injection device as defined by claim 13, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.
25. **(New)** The fuel injection device as defined by claim 14, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.
26. **(New)** The fuel injection device as defined by claim 15, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.

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27. (New) The fuel injection device as defined by claim 16, wherein the switch body comprises a central through opening, in which one portion of the second valve element is guided.